C9700-3 11/15/82

THE WEEKLY OF
BUSINESS AVIATION

DAVE COLLOGAN/EDITOR
MONICA MOORE/ASSISTANT EDITOR
1156 15th STREET, N.W./WASHINGTON, D.C. 20005
PHONE: (202) 822-4600/TELEX: 89-2447

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FAA WITHDRAWS PILOT FLIGHT/DUTY TIME PROPOSAL

Federal Aviation Administration last week withdrew its proposal to increase pilot flight and duty time limits "due to the numerous and varied comments" the agency received. Announcement of the withdrawal of the proposal was made last week by Air Line Pilots Association President John J. O'Donnell at the association's convention in Miami Beach. In what appeared to be a political move, O'Donnell made the announcement of the withdrawal shortly before balloting began in the ALPA elections. Pilots attending the convention applauded the announcement but defeated O'Donnell's bid for reelection on the first ballot *(see related story on page 154).*

In the withdrawal notice signed by Deputy Administrator Michael Fenello, the agency said the notice was withdrawn because "the proposals have beccme difficult to understand and the agency has received widely varying comments (that) do not deal adequately, or at all, with certain operational aspects affecting pilot fatigue or do not address the widely varying needs of operators." However, FAA said it is not cancelling its efforts to streamline and improve these regulations. "The FAA will continue its rulemaking efforts in this area and is considering a public hearing to receive views, suggestions, and help from all interested persons as part of the agency's review," FAA said.

The withdrawn flight and duty time proposal issued in March *(BA, March 15/82)* would have eliminated current weekly and annual flight time limits and simplified the present 30-year-old regulations which FAA labeled "enormously complicated." New rules would have limited flight time in any 30-day period to 100 hours, prescribed minimum hours of rest in any 24-hour-period and required 24 consecutive hours of rest at least once during any seven consecutive days.

ALTAIR FILES FOR REORGANIZATION, SUSPENDS OPERATIONS

Altair Airlines, a Philadelphia commuter, last week suspended operations after filing for finincial reorganization under Chapter 11. President of Altair, Henry Hill, refused to characterize the airline's suspension as a permanent end to operations, but rather a temporary halt pending restructuring of the carrier's poor financial state. The airline blamed the recession, as well as "lingering conditions" related to the August 1981 PATCO strike, on its downfall.

Hill would not disclose current losses of the privately-held airline, but CAB figures through June showed operating revenues of about $19.5 million, expenses of more than $22 million and losses of more than $2 million from operations. The decision to suspend operations last week was made by Tristram Colket, Altair's principal owner, and the airline's board of directors.

Hill cited three factors in the carrier's fall from being one of the nation's largest commuters: 1980 passenger boardings of 187,502, 23rd among all commuters; a five-month mechanics' strike in 1980; and, a route system once described as a "bowl of speghetti." Altair laid off 50 workers this April and earlier this year instituted a pay freeze that was lifted after a few months. The airline finally tried and failed to raise capital this past spring through an equity offering, and proceeds from the summer sale of six slots at Washington National to People Express for almost $1.8 million was plowed back into the company, but to no avail, Hill said. Altair operated a fleet of DC-9s and Fokker F-28s between Philadelphia and 16 East Coast cities *(see Altair's 1978 route map and its most current map of points on the back of Page 154).*

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – OCTOBER UNIT SHIPMENTS

		Oct. 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	2	17	2
BE-A24R	Sierra	0	12	0
BE-F33A	Bonanza	2	21	2
BE-V35B	Bonanza	0	12	0
BE-A36	Bonanza	3	59	3
BE-A36TC	Bonanza	3	53	3
BE-77	Skipper	0	9	0
• Multi-Engine				
BE-B55	Baron	0	13	0
BE-E55	Baron	0	2	0
BE-58	Baron	3	28	3
BE-58P	Baron	4	22	4
BE-58TC	Baron	0	4	0
BE-B60	Duke	0	4	0
BE-76	Duchess	0	15	0
BE-C90	King Air	2	31	2
BE-F90	King Air	1	23	1
BE-C99	Commuter	1	19	1
BE-B100	King Air	1	7	1
BE-200	Super King Air	0	81	0
BE-200	Super King Air C	4	12	4
BE-200T	King Air	0	8	0
TOTAL		26	452	26
Manufacturers net billing - $15,833,447				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	0	16	0
HS-125-700	Model B	0	5	0
TOTAL		0	21	0
BRITTEN-NORMEN (Bembridge) LTD				
• Multi-Engine				
BN-2	Islander	1	8	1
BN-2T	Islander	0	1	0
Mark III	Trislander	0	4	0
TOTAL		1	13	1
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		8	214	8
CE-A152	Aerobat	2	16	2
CE-172RG	Cutlass	9	98	9
CE-R172	Hawk XP	0	3	0
CE-172	Skyhawk	11	293	11
CE-180	Skywagon	0	1	0
CE-182	Skylane	13	140	13
CE-122	Turbo Skylane	1	37	1
CE-182RG	Skylane RG	2	60	2
CE-182RG	Turbo Skylane RG	3	21	3
CE-185	Skywagon	2	59	2
CE-188	AgHusky	0	32	0
CE-188	AgTruck	1	28	1
CE-U206	Stationair 6	6	104	6
CE-TU206	Turbo Stationair 6	9	71	9
CE-208	Stationair 8	1	21	1
CE-TU208	Turbo Stationair 8	0	10	0
CE-210	Centurion	1	56	1
CE-T210	Turbo Centurion	5	99	5
CE-P210	Pressurized Centurion	2	39	2
• Multi-Engine				
CE-303	Crusader	6	119	6
CE-310		0	1	0
CE-T310		0	0	0
CE-335		0	2	0
CE-340		2	24	2
CE-402		0	23	0
CE-404	Titan	0	22	0
CE-414	Chancellor	1	24	1
CE-421	Golden Eagle	1	17	1
CE-425	Conquest I	3	28	3
CE-441	Conquest II	2	34	2
CE-500	Citation I	0	18	0
CE-550	Citation II	3	78	3
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		6	47	6
CE-F152	Aerobat	0	4	0
CE-F172	Skyhawk	7	62	7
CE-FR172	Hawk XP	0	5	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		107	1,910	107
Manufacturers net billing - $21,580,085				

† Fiscal Year: Oct. 1 through Sept. 30.

		Oct. 82	Cal. Year	Fisc.† Year
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	8	0
AD-My.20	Falcon	0	6	0
AD-My.50	Falcon	7	37	7
TOTAL		7	51	7
EMBRAER				
• Single-Engine				
EMB-200		3	20	3
EMB-201	Ipanema	0	6	0
EMB-710	Carioca (PA-28-235 Dakota)	0	9	0
EMB-711	Corisco (PA-28RT-201 Arrow)	0	24	0
EMB-712	Tupi (PA-28-181 Archer II)	0	9	0
EMB-720	Minuano (PA-32-310 Saratoga)	0	9	0
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	12	0
• Multi-Engine				
EMB-110		3	30	3
EMB-121	Xingu	1	8	1
EMB-810	Seneca II	0	27	0
EMB-820	Chieftain	0	1	0
TOTAL		7	155	7
ENSTROM				
• Helicopter				
F28F		*	*	*
F28C-II		*	*	*
280C		*	*	*
280F		*	*	*
TOTAL		*	*	*
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro III		0	16	0
Metro III-C		0	4	0
Metro IV-C		1	11	1
TOTAL		1	31	1
(Exports: 1 IV-C to West Germany)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	4	0
LR-35A		2	32	2
LR-55		3	40	3
TOTAL		5	76	5
GULFSTREAM-AMERICAN				
• Single-Engine				
GR-164	Agcat	1	6	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	4	23	4
AE-900	Commander 900	1	9	1
AE-840	Turbo Commander	0	8	0
AE-980		0	1	0
AE-1000		2	23	2
TOTAL		8	70	8
Manufacturers net billing - $49,198,000				
(Exports: 1 1000 to Colombia				
1 Agcat to Algeria				
1 G-III to Switzerland and Algeria)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	18	*
TOTAL		*	18	*
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	17	2
TOTAL		2	17	2
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	1	1
M-5-235C	Lunar Rocket	0	4	0
M-6-235		2	28	2
TOTAL		3	33	3
Manufacturers net billing - $132,179				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	4	0
Marquise		0	8	0
Diamond		1	10	1
TOTAL		1	22	1
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	4	79	4
M-20K	231	10	72	10
TOTAL		14	151	14
(Exports: 1 201 to Canada)				

		Oct. 82	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	22	43	22
PA-28-161	Warrior	8	94	8
PA-28-181	Archer II	8	94	8
PA-28RT-201	Arrow IV	1	14	1
PA-28RT-201T	Arrow IV	5	64	5
PA-28-236	Dakota	1	24	1
PA-32-301	Saratoga	2	28	2
PA-32-301T	Turbo Saratoga	0	20	0
PA-32R-301	Saratoga SP	2	28	2
PA-32R-301T	Turbo Saratoga SP	1	35	1
PA-36-375	Pawnee Brave	7	15	7
PA-38-112	Tomahawk	2	69	2
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	1	9	1
PA-31-325	Navajo C/R	0	17	0
PA-31-350	Chieftain	3	48	3
PA-31T-501T	Cheyenne I	2	10	2
PA-31T-620	Cheyenne II	0	7	0
PA-31T2-620	Cheyenne II XL	1	20	1
PA-42-720	Cheyenne III	2	14	2
PA-34-200T	Seneca II	0	0	0
PA-34-220T	Seneca III	10	144	10
PA-44-180	Seminole	0	3	0
PA-44-180T	Seminole	1	11	1
PA-600A	Aerostar	0	1	0
PA-601B	Aerostar	0	1	0
PA-601P	Aerostar	0	1	0
PA-602P	Aerostar	2	33	2
PA-T1020		0	5	0
PA-Y1040		1	6	1
TOTAL		82	858	82
Manufacturers net billing - $12,545,600				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	2	0
TOTAL		0	2	0
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		0	11	0
TOTAL		0	12	0
SINGLE-ENGINE		181	2,527	181
MULTI-ENGINE		83	1,365	83
GRAND-TOTAL		264	3,892	264

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	October			Cal. Year to Date			Fisc. Year to Date		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	26	77	132	452	1,041	1,195	26	77	132
Bellanca	-	-	5	-	-	102	-	-	5
British Aerospace	0	3	5	21	27	32	0	3	5
Britten-Norman	1	3	4	13	28	29	1	3	4
Cessna	107	247	642	1,910	4,001	5,470	107	247	642
Dassault	7	6	5	51	71	46	7	6	5
Embraer	7(7)	13(6)	37(10)	155(64)	168(66)	313(85)	7(7)	13(6)	37(10)
Enstrom	*	2	6	*	41	42	*	2	6
Fairchild	1	7	6	31	56	69	1	7	6
Gates	5	11	15	76	105	97	5	11	15
Gulfstream	8	10	31	70	261	127	8	10	31
Israel	*	1	1	18	31	26	*	1	1
Lake	2	4	5	17	47	63	2	4	5
Lockheed	-	-	0	-	-	4	-	-	0
Maule	3	0	4	33	37	54	3	0	4
Mitsubishi	1	3	4	22	34	48	1	3	4
Mooney	14	25	27	151	295	285	14	25	27
Piper	82	166	212	858	2,192	2,542	82	166	212
Rockwell	0	2	10	2	35	126	0	2	10
Short	0	1	0	12	13	25	0	1	0
TOTALS	264	574	1,124	3,892	8,382	10,472	264	574	1,124

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
Fiscal Year: Oct. 1 through Sept. 30.